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HOUSE-SENATE CONFEREES AGREE ON COMPROMISE ADAP BILL

Last week House and Senate conferees, at one point perilously close to dissolving their meeting over a major difference of opinion on how much aviation users should contribute to FAA operations, were able to hammer out a compromise and reach agreement on a five-year airport and airways development bill *(BA, Aug. 2/35)*.

The conferees action—representing the closest Congress has come in almost two years to passing an ADAP bill—could be seriously affected, however, if the House and Senate tax-writing committees fail in their attempts to come up with a revenue-generating package, an outcome considered more than possible at this point. House Ways and Means and Senate Finance committees began their deliberations last week on the massive tax reconciliation bill approved by the Senate last month, a package which includes a passenger ticket tax, aviation fuel taxes, cargo waybill tax and an international departure charge. House aviation subcommittee Chairman Norman Mineta (D-Calif.) and Senate counterpart Nancy Kassebaum (R-Kan.), however, yesterday indicated their intentions to separately bring up an ADAP bill for floor consideration if the omnibus tax measure does not make it out of conference.

Major threat to the ADAP conferees success involved the House position that only 50 percent of FAA's operations and maintenance costs be provided from the trust fund, while the Senate conferees contended that 75 percent of the agency's operations should be funded by users. The two sides, after debating a House compromise developed after a suggestion by Sen. Howard Cannon (D-Nev.), agreed to O&M authorization levels much higher than the House figures but not as high as what the Senate had wanted, with a comparable increase in the percentage contribution from the trust fund. Final numbers agreed to would set O&M at $1.434 billion for fiscal 1983, $1.274 billion for FY 1984, $1.271 billion for FY 1985, $1.3065 billion for FY 1986 and $1.3625 billion for FY 1987. Senate conferees, however, as part of the same package were forced to retreat from their staunch support for establishment of a state block grant program and agree to exclude the program from the bill, as the House had wanted.

Senate ADAP, Noise Abatement Levels

Conferees agreed to go along with the provisions in the Senate bill setting ADAP and noise abatement authorization levels, as well as the authorizations for air navigation facilities and equipment. Provisions in the bill authorizes the following levels for ADAP and noise abatement: fiscal year 1982, $450 million; FY 1983, $600 million; FY 1984, $793.5 million; FY 1985, $912 million; FY 1986, $1.017 billion; and FY 1987, $1.0172 billion. Provisions for facilities and equipment authorizations are: FY 1982, $261 million; FY 1983, $725 million; FY 1984, $1.39 billion; FY 1985, $1.41 billion; FY 1986, $1.38 billion; and FY 1987, $1.16 billion.

Senate also acceded to an alternative proposal to the staff recommendation worked out by House conferees which would make available 10 percent of total ADAP funds for the six-year program to reliever airport projects, eight percent of ADAP for noise compatibility planning and programs and 5 1/2 percent for small commercial service airports. Another provision in the bill changes the requirements for airport certification from airports served by certificated carriers to airports served with aircraft with more than 30 seats.

After Senate Counsel David Kirstein pointed out that only 11 1/2 percent of total ADAP funds fell into

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — JULY UNIT SHIPMENTS

Manufacturer		July 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	2	11	22
BE-A24R	Sierra	1	11	13
BE-F33A	Bonanza	0	14	29
BE-V35B	Bonanza	1	11	16
BE-A36	Bonanza	2	47	108
BE-A36TC	Bonanza	7	44	47
BE-77	Skipper	0	5	12
• Multi-Engine				
BE-B55	Baron	0	11	21
BE-E55	Baron	0	2	2
BE-58	Baron	2	21	50
BE-58P	Baron	2	15	30
BE-58TC	Baron	0	3	4
BE-B60	Duke	0	4	10
BE-76	Duchess	1	14	17
BE-C90	King Air	3	23	42
BE-F90	King Air	1	21	33
BE-C99	Commuter	0	16	30
BE-B100	King Air	1	6	11
BE-200	Super King Air	1	78	132
BE-200	Super King Air C	1	8	12
BE-200T	King Air	0	2	4
Total		25	367	645
Manufacturers net billing - $10,825,459				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	3	12	20
HS-125-700	Model B	2	5	7
Total		5	17	27
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	1	7	13
BN-2T	Turbo Islander	0	1	3
Mark III	Trislander	0	4	4
Total		1	12	20
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		32	171	263
CE-A152	Aerobat	4	12	22
CE-172RG	Cutlass	8	58	103
CE-R172	Hawk XP	0	3	6
CE-172	Skyhawk	43	230	405
CE-180	Skywagon	0	1	9
CE-182	Skylane	13	113	186
CE-182	Turbo Skylane	1	12	23
CE-182RG	Skylane RG	13	49	64
CE-182RG	Turbo Skylane RG	3	18	34
CE-185	Skywagon	3	55	84
CE-188	AGhusky	5	25	45
CE-188	AGtruck	0	25	32
CE-U206	Stationair 6	9	86	136
CE-TU206	Turbo Stationair 6	7	57	99
CE-208	Stationair 8	3	17	22
CE-TU208	Turbo Stationair 8	0	9	10
CE-210	Centurion	5	44	63
CE-T210	Turbo Centurion	9	74	144
CE-P210	Pressurized Centurion	0	32	54
• Multi-Engine				
CE-303	Crusader	13	99	130
CE-310		1	1	2
CE-T310		0	0	2
CE-335		0	2	3
CE-340		0	19	26
CE-402		0	22	39
CE-404	Titan	3	18	22
CE-414	Chancellor	0	23	40
CE-421	Golden Eagle	2	12	30
CE-425	Corsair	1	22	51
CE-441	Conquest	0	29	52
CE-500	Citation I	1	17	35
CE-550	Citation II	7	58	90
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		3	31	40
CE-FA152	Aerobat	0	3	3
CE-F172	Skyhawk	7	36	40
CE-FR172	Hawk XP	0	5	5
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		196	1,488	2,414
Manufacturers net billing - $331,186,233				

Manufacturer		July 82	Cal. Year	Fisc.† Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	2	8	12
AD-My.20	Falcon	0	5	10
AD-My.50	Falcon	3	26	34
Total		5	39	56
EMBRAER				
• Single-Engine				
EMB-200		0	15	18
EMB-201	Ipanema	1	1	1
EMB-710	Carioca (PA-28-235 Dakota)	0	7	11
EMB-711	Corisco (PA-28RT-201 Arrow)	1	24	25
EMB-712	Tupi (PA-28-181 Archer II)	0	8	11
EMB-720	Minuano (PA-32-310 Saratoga)	1	9	11
EMB-721	Sertanejo (PA-32R-301 Saratoga)	1	11	13
• Multi-Engine				
EMB-110		4	23	45
EMB-121	Xingu	1	5	7
EMB-810	Seneca II	4	17	24
EMB-820	Chieftain	0	1	3
Total		13	121	169
ENSTROM				
• Helicopter				
F28F		0	0	2
F28C-II		0	0	0
280C		0	0	0
280F		0	0	1
Total		0	0	3
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		1	16	37
Merlin III-C		0	4	13
Merlin IV-C		3	9	15
Total		4	29	65
(Exports: 1 IIIC to Colombia, 1 III to West Germany)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	11
LR-35A		1	25	53
LR-55		3	30	39
Total		4	59	103
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164	Agcat	0	5	9
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	3	13	23
AE-900	Commander 900	0	8	8
AE-840	Turbo Commander	3	5	7
AE-980		0	11	29
AE-1000		4	11	20
Total		10	53	97
Manufacturers net billing - $40,401,000				
(Exports: 1 840 to Venezuela, 1 1000 to U.K., 1 GIII to U.A.E. and Saudi Arabia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	0	18	27
Total		0	18	27
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	9	19
Total		2	9	19
(Exports: 1 to British Colombia)				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-235C	Lunar Rocket	1	3	3
M-6-235		4	25	30
Total		5	28	35
Manufacturers net billing - $273,417				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	8
Marquise		2	6	14
Total		2	10	22
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J 201		12	63	98
M-20K 231		4	52	89
Total		16	115	187
(Exports: 1 M20K to U.K., 1 M20J to U.K., Australia)				

† Based on Oct. 1-Sept. 30 fiscal year
* Data not available from manufacturer

Manufacturer		July 82	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	4	10	13
PA-28-161	Warrior	6	78	136
PA-28-181	Archer II	7	68	105
PA-28RT-201	Arrow IV	0	11	23
PA-28RT-201T	Arrow IV	6	47	73
PA-28-236	Dakota	0	22	40
PA-32-301	Saratoga	1	23	39
PA-32-301T	Turbo Saratoga	1	18	24
PA-32R-301	Saratoga SP	0	24	51
PA-32R-301T	Turbo Saratoga SP	2	28	57
PA-36-375	Pawnee Brave	0	0	10
PA-38-112	Tomahawk	5	58	109
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	0	8	14
PA-31-325	Navajo C/R	0	14	21
PA-31-350	Chieftain	2	40	83
PA-31T-501T	Cheyenne I	0	6	7
PA-31T-620	Cheyenne II	3	6	9
PA-31T2-620	Cheyenne II XL	2	17	27
PA-42-720	Cheyenne III	0	10	18
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	9	107	182
PA-44-180	Seminole	0	3	3
PA-44-180T	Seminole	0	8	13
PA-600A	Aerostar	0	1	3
PA-601B	Aerostar	0	1	1
PA-602P	Aerostar	3	26	26
PA-T1020		0	4	6
PA-31-T3	T1040	4	4	4
Total		55	642	1,111
Manufacturers net billing - $12,430,000				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65 Sabreliner		0	2	6
Total		0	2	6
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		0	9	12
Total		0	10	13

† Based on Oct. 1-Sept. 30 fiscal year
* Data not available from manufacturer

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	July			Cal. Year to Date			Fisc. Year to Date†		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	25	140	87	367	780	813	645	1,111	1,162
Bellanca	-	-	4	-	-	89	-	-	177
British Aerospace	5	2	3	17	19	22	27	29	31
Britten-Norman	1	*	4	12	14	18	20	28	35
Cessna	196	315	419	1,488	2,711	3,744	2,414	4,288	5,855
Dassault	5	*	0	39	47	32	56	69	43
Embraer	13(6)	16(2)	32(11)	121(38)	134(46)	205(59)	169(55)	254(80)	388(105)
Enstrom $	*	4	8	*	36	28	*	48	28
Fairchild-Swearingen	4	5	6	29	34	47	65	57	69
Gates	4	12	11	59	70	68	103	108	101
Gulfstream	10	21	16	53	226	82	97	316	133
Israel	*	4	3	*	25	20	*	35	24
Lake	3	5	6	9	36	51	19	52	79
Lockheed	-	-	0	-	-	4	-	-	5
Maule	5	5	7	28	25	41	35	35	54
Mitsubishi	2	1	2	10	23	30	22	34	49
Mooney	16	29	31	115	201	202	187	275	305
Piper	55	189	202	642	1,623	1,823	1,111	2,247	2,725
Rockwell	0	3	11	2	29	84	4	38	126
Short	0	*	2	10	6	18	13	11	19
TOTAL	337	737	833	2,918	5,951	7,275	4,873	8,861	11,125

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal Year Oct. 1 - Sept. 30
$ Enstrom figures reflect only deliveries before 1982.
* Data not available from manufacturer.